

and in many developed nations that you literally cannot find a good job unless you have a good grounding in math and science.

It is going to get worse. I have made predictions on this floor that in 20 years, it will be impossible to find a good job without a good foundation in math and science. I have to revise that, because last week I attended a talk at the Capitol here by John Chambers, CEO of CISCO Systems, an Internet company. It is clear to me that I have to revise my estimate downward and say in 10 years people will not be able to get a really good job without a good grounding in mathematics, science, engineering, and technology. So workplace readiness is another good reason.

The third reason is to simply produce better consumers and citizens of this Nation, people who understand math and science, so they can evaluate claims in the marketplace about health products or health supplements, or that they can vote better about projects that involve science and the environment, and that they can elect leaders who have shown that they understand these issues and will vote intelligently on issues involving math, science, technology, engineering, the environment, and so forth.

How are we going to improve math and science education? I think three major points: better teachers, or better trained teachers, I should say; better curricula; and improved methods of teaching science.

I will take just a minute to discuss each of those. I will address those later in more detail in another talk. We have to make sure we recruit good teachers, because we are not recruiting enough today, we have to make sure they are trained properly, and we have to keep them. We have to make sure they do not get discouraged. We have to help them get the job done in the classroom.

We have to improve our science curricula. Right now it is a hodgepodge. Recently the American Association for the Advancement of Science studied middle school curricula. Every middle school science curriculum in the United States was judged to be inadequate, every single one. The only one that was regarded as acceptable, and mildly acceptable, was one put out by Michigan State University, and that is only a partial curriculum.

The final point is methodology. We have to improve our way, our methods of teaching science. As I said, I will address these issues in a later talk.

TRIBUTE TO FIVE U.S. SOLDIERS WHO DIED IN THE PLANE CRASH OF JULY 23, 1999, IN COLOMBIA

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. REYES) is recognized for 5 minutes.

Mr. REYES. Mr. Speaker, on July 23 a U.S. Army reconnaissance plane on a

counterdrug mission crashed in the jungles of Colombia. It killed all on board. There were five U.S. Army soldiers and two Colombian air crewmen on this aircraft.

During this week, when we honor our Nation's veterans, I wanted to pay tribute to the five U.S. soldiers who died in that crash. These five individuals were husbands, a wife, parents, and children. They have paid the ultimate sacrifice for this Nation, and we must not forget what their families have sacrificed, as well.

The five soldiers whom we honor tonight were part of a special military intelligence battalion, the 204th, which recently moved from Panama and Florida to Fort Bliss, which is located in my district. They were flying a reconnaissance mission over Colombia in a specially-equipped aircraft.

The first soldier was Captain Jennifer Odom. The pilot of the ARL, the aircraft which crashed in Colombia was Captain Jennifer Odom. She was born in Frederick, Maryland, in 1970, and graduated from West Point in 1992. After graduating from flight school, Captain Odom spent 2 years in Stuttgart, Germany, flying senior ranking government officials and general officers throughout Europe.

After completing her military intelligence training, she joined the 204th MI battalion as an executive officer of D company. She was scheduled to take command of D Company in August. Captain Odom was an experienced pilot, having flown well over 2,000 hours in military aircraft, including 300 hours as a pilot in command of this particular aircraft.

She leaves her husband, Charles Odom, and her two children, Charles, age 15, and Daniel, age 11.

The other officer on the aircraft was Captain Jose Anthony Santiago. Captain Santiago was born in New York City in 1962. He enlisted in the Army in 1984, and after 7 years, was commissioned as an air defense artillery officer. He later moved into military intelligence and excelled in every aspect of the job. In light of his accomplishment, the battalion commander selected Captain Santiago to command the Headquarters and Service Company of the 204th.

During the past year, his company has done an excellent job in supporting six deployments in South America. Captain Santiago was also a senior army parachutist and a jump master. He is survived by his wife Cynthia and his two children, Christiana and Laura.

Along with Captain Odom, Chief Warrant Officer 2 Thomas G. Moore was the second pilot in the aircraft. CW2 Moore was born in Englewood, California, in 1967. He joined the Army in 1988 after attending the U.S. Army Air Force Academy.

After serving as a Bradley fighting vehicle commander during Desert

Storm, CW2 Moore was selected for the warrant officer training program and attended army flight school. He served with the 204th MI battalion since 1996. CW2 Thomas Moore was married to Rebecca, and survived by two children, Matthew and Emily.

The fourth soldier whom we honor tonight is specialist Timothy Bruce Cluff. Specialist Cluff was born in Mesa, Arizona. During high school he achieved the high range of Eagle Scout in the Boy Scouts of America.

In 1997, he enlisted in the Army, and it was apparent almost immediately that he would be an outstanding soldier. Specialist Cluff proved to be a highly skilled analyst and was selected as a mission supervisor based on his exemplary performance. This outstanding soldier is survived by his wife, Meggin, and his two young children, Maciah and Ryker. Meggin is also today expecting her third child.

The last soldier was specialist Ray E. Krueger II. Specialist Krueger was born in Leavenworth, Kansas, and graduated from The Colony High School. Krueger was an outstanding soldier in many ways. For example, this young man not only excelled as a crew member in the aircraft, but he also scored the highest possible level on the Army's physical fitness test, and qualified as an expert with the M-16 rifle.

Specialist Krueger leaves his wife, Briana Krueger, who was also assigned to the 204th MI battalion, and who recently has left the Army to return to civilian life.

Tonight I want the husbands, wives, children, and parents of these brave soldiers to know that we in Congress are thinking of them, and we want to thank them for the sacrifices which they have made for this country. God bless each and every one of them: Captain Odom, Captain Santiago, Chief Warrant Officer Moore, Specialist Cluff, and Specialist Krueger.

This country owes them all the gratitude, especially during this week when we celebrate and pay tribute to our veterans.

U.S. TRADE POLICIES WITH RESPECT TO AGRICULTURE HARM U.S. FARMERS AND RANCHERS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Idaho (Mr. SIMPSON) is recognized for 5 minutes.

Mr. SIMPSON. Mr. Speaker, the U.S. economy is strong, with unemployment low, interest rates low, inflation low, the Dow and the NASDAQ outperforming our wildest expectations.

In spite of this strong economy, there is one sector of our economy which is in a depressed state and has been in a depressed state for the last 3 years. That is agriculture. For a variety of reasons, agriculture is suffering. Whether it is the Asian financial crisis,

the strong dollar, the regulatory burdens that we place on our farmers, all of these things are adding to the crisis in agriculture.

Yet, there is one thing that is adding to it even more than these. That is the U.S.'s trade policies as they relate to agriculture, that have left agricultural producers at a competitive disadvantage to our counterparts in other countries.

U.S. farmers know that we need trade agreements. In fact, one out of every 3 acres in the United States is produced for export. We have to have trade agreements, but trade agreements for trade agreements' sake are unacceptable. We have to have fair trade agreements. Trade agreements that leave our farmers and ranchers at a disadvantage, as they have in the past, are not fair.

This is not a partisan issue. This has been a bipartisan failure on the part of administrations to negotiate fair trade agreements for our farmers and ranchers. Over 80 percent of the world's export subsidies are employed by the European Union. This is unfair. World trade tariffs average 50 percent, while in the United States, they average 10 percent. This is unfair.

That is why the upcoming WTO ministerial rounds that take place later this month and early in December in Seattle are so important to agriculture. I was pleased to be a co-chair and am pleased to be a co-chair with the gentleman from North Dakota (Mr. POMEROY), Senator DORGAN of North Dakota, and Senator CRAIG of Idaho, to chair the WTO trade caucus for ranchers and farmers.

We have over 50 of this caucus, Members of both parties, Members of the House and Senate, that have been meeting for the last several weeks trying to decide what the priorities of this Congress are that we must address in Seattle. We have met among ourselves and discussed these issues. We have met with producer groups to discuss the issues, to identify those things that are important, that we must address during the upcoming rounds of the WTO negotiations.

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Several of those things we have developed, and let me go through some of the important issues that we think must be addressed during this round of the WTO.

Market access. We have to expand market access through tariff reduction or elimination. Export subsidies need to be eliminated. We need to reduce the European subsidies to a level provided by the United States before applying any formula reductions. In the past, the European Union has higher subsidies than the United States and our negotiations have reduced them proportionally. But when one group has a high tariff or subsidy level and another

has a lower and they are reduced proportionally, America is still left at a competitive disadvantage. We must bring those to a level playing field before any formula reductions.

We must have no unilateral disarmament when it comes to agriculture. We have to combat unfair trade practices and restore and strengthen enforcement tools against them. We have to improve the enforcement of the WTO dispute panel decisions. Currently when those decisions are made, there are times when our competitors will not abide by the dispute resolution.

We have to support family farms. Preserve the flexibility to assist team farmers through income assistance, crop insurance and other programs that do not distort trade. We have to retain the full complement of nontrade distorting export tools including export credit guarantees, international food assistance, and market development programs. We have to be sure and establish disciplines on State trading enterprises to make them as transparent as the United States' marketing system is.

And nontariff trade barriers, we have to ensure that science and risk assessment principles established by the Sanitary and Phytosanitary Accord during the Uruguay Round are the basis for measures applied to products of new technology and that this process is transparent. We also have to negotiate improved market access for products of new technology including bioengineered products.

Mr. Speaker, we have met with our U.S. Trade Ambassador Charlene Barshevsky and our Secretary of Agriculture Dan Glickman and I am pleased to report that the administration has told us that their highest priority in the upcoming round is agriculture. And, in fact, when they look at their priorities and place them against ours, they almost mirror the importance of the priorities that we have.

So I am pleased that the administration is taking agriculture as an important negotiation during this WTO round that will start in Seattle. We cannot leave this round of the WTO with ag at a competitive disadvantage.

NAFTA PRESENTS ITS OWN Y2K PROBLEM

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, I rise to continue the litany of charges against NAFTA. As we face the end of the millennium, NAFTA presents its own Y2K problem: January 1, 2000, crossborder trucking provisions of NAFTA are expected to allow Mexican trucks to enter free and clear into the United States. A close look into the situation makes NAFTA's Y2K problem quite upsetting.

At a recent National Transportation Safety Board hearing on this issue, Mexico refused to send a representative. Canadian and American representatives appeared, but Mexico was a no-show.

Well, if they happen to have come to this meeting they would have learned how far they are behind Canada and the United States in oversight and regulations.

Does Mexico have log books? No. Does Mexico have vehicle maintenance standards? No. Does Mexico have roadside inspections? No. Does Mexico have safety rating systems? No. Does Mexico have medical certification of drivers? No.

Simply put, Mexico does not have any oversight of their trucking industry, yet they want the United States to allow their unregulated, unsafe Mexican trucks which weigh up to 106,000 pounds, well over the U.S. limit of 80,000 pounds, to barrel down our highways and byways. In fact, the reason they did not send a representative is that they are upset that President Clinton dare hint that he will not allow Mexican trucks into the USA as of January 1.

Well, Mr. Speaker, Mexico is upset that we will not let their mammoth 106,000-pound unsafe trucks and unsafe drivers into the USA. I say unsafe because of the less than 1 percent of Mexican trucks and Mexican drivers inspected at the border, over 40 percent have failed inspections and were placed out of service. In addition, according to a new report from the Department of Transportation's Inspector General, over 250 Mexican motor carriers have traveled illegally beyond the NAFTA border zone. Therefore, Mexican trucks and drivers have proved to be unsafe lawbreakers.

The Inspector General concluded in his report that, "Adequate mechanisms are not in place to control access of Mexico-domiciled motor carriers into the United States." To ensure that Mexican motor carriers comply with U.S. statutes, the Inspector General suggested that, among other methods, fines should be increased for illegal activities. Well, Mr. Speaker, under a House-passed bill, we have done just that.

H.R. 2679, the Motor Carrier Safety Act, increases fines up to \$10,000 and a possible disqualification for a first-time offense, and up to \$25,000 with a 6-month disqualification for a second offense.

The previous fine was only \$500 to \$1,000 and even the Inspector General stated as such, motor carriers are likely to consider the fines to be simply a cost of doing business.

Hopefully, the Senate will take up the measure that includes the House-passed provisions so that Mexican trucks cannot regard the now measly penalty as a cost of just doing business.